

**Re: SB 106 AAC LEGISLATIVE OVERSIGHT AND APPROVAL FOR THE
EXPENDITURE OF FEDERAL TRANSPORTATION INFRASTRUCTURE FUNDING.**

Support

Co-Chair Osten, Co-Chair Walker, Ranking Member Miner, Ranking Member France, thank you for the opportunity to present this testimony. My name is Joe Sculley, I am President of the Motor Transport Association of Connecticut (MTAC), representing small business trucking companies in the State of Connecticut.

MTAC supports this legislation to require legislative approval before the state government spends federal funds which will be made available from the Infrastructure Investment and Jobs Act (IIJA). Collectively, the legislature should be able to steer funds towards projects that will benefit the state as a whole.

We submit that such projects would be congestion relief on interstate highways, Examples of locations on interstate highways with known congestion points include: the intersection of I-84 and I-91; I-95 in Stamford; I-95 in Norwalk, I-95 at SR 8/SR 25 in Bridgeport. These locations appear on the recently-released American Transportation Research Institute (ATRI) Top 100 national truck bottlenecks list.

Finally, the Gold Star Bridge and the Waterbury Mixmaster are examples of key interstate highway infrastructure that could likely use federal infrastructure dollars.

Thank you for your consideration.

ABOUT CT Trucking Industry

85.8%: number of Connecticut communities that depend exclusively on trucks to move their goods

98.4%: Percent of freight in Connecticut that is transported by truck

\$3.5 billion: total trucking industry wages paid in Connecticut (2019)

62,990: trucking industry jobs in Connecticut (2019)

\$56,133: average annual salary in trucking industry in Connecticut (2019)

\$8,722: average annual CT-imposed highway user fees paid by tractor trailers

\$8,906: average annual fed-imposed highway user fees paid by tractor trailers

